

STATE OF HAWAII DEPARTMENT OF TRANSPORTATION



F E D E R A L F I S C A L Y E A R 2 0 0 2

SAFE COMMUNITY TRAFFIC SAFETY ANNUAL REPORT



Photo by Williams Photography



A MESSAGE FROM THE HIGHWAY SAFETY REPRESENTATIVE

Despite the best efforts of the highway safety community in Hawaii, traffic fatalities continue to rise—from 131 in 2000 to 140 in 2001, although the number of injuries decreased from 9,068 in 2000 to 8,596 in 2001.

This trend in fatalities is alarming and has resulted in the Hawaii Departments of Transportation (HDOT) and Health, the Judiciary, the county police departments, the Federal Highway Administration, the Federal Motor Carrier Administration, the National Highway Traffic Safety Administration (NHTSA), MADD and the many other highway safety partners reevaluating all aspects of the highway safety program.

The partners will be coming together next year to develop a Strategic Highway Safety Plan for Hawaii. The goal will be to reduce the number of injuries and fatalities through increased enforcement, targeted education programs, and increased coordination with traffic safety engineers.

The HDOT will be launching its first social marketing program to address the behaviors of the scofflaws—drivers who won't wear seat belts, drive at extreme speeds, and drink and drive, as well as motorcyclists and pedestrians who continue to be involved in crashes. The social marketing program will focus on research into the habits of the scofflaws, and suggest strategies to change these behaviors.

During the next year, the highway safety community will also be implementing recommendations from recent NHTSA alcohol, occupant protection and administrative driver revocation assessments.

A continued focus will be on gathering and coordinating the exchange of crash data through the development of a Crash Outcome Data Evaluation System (CODES) project in Hawaii, and the collecting of crash data for the Fatal Analysis Reporting System (FARS). The data will be used to analyze the highway safety problem in Hawaii.

Hawaii's occupant protection program has been a model for the rest of the nation. In FFY 2002, the state achieved a 90.9% car usage rate for infants as the result of a strong child safety seat program.

Another successful occupant protection venture was the "Click It or Ticket" media campaign that resulted in Hawaii's seat belt use increasing to 90.4%, the nation's second



highest for FFY 2002. The two-pronged coordinated campaign focused on intensified enforcement and public education.

The HDOT sponsored its biennial Traffic Safety Forum in December 2001. The forum featured workshops and keynote speakers on best practices in highway safety and was attended by more than 800 persons including police, prosecutors, judges, motor carriers, driver education teachers, engineers, community groups and others interested in highway safety.

The state continued to utilize a wide range of marketing and training programs with our highway safety partners, including Mothers Against Drunk Driving (MADD), youth activity groups, schools, the University of Hawaii, the Honolulu Prosecutor's Office, county police departments, federal and local government representatives, community service organizations and the media. Hawaii has an excellent record of cooperation and collaboration among local public agencies and private corporations.

On the Legislative front, Hawaii is one of only 19 states with a primary enforcement seat belt law (in place since 1985). Several legislative challenges remain:

- ◆ Hawaii's seat belt laws are complex and difficult to understand and enforce. A bill will be introduced in 2003 for a universal seat belt law which will require all persons in a vehicle to be secured by an appropriate seat belt assembly or car seat.
- ◆ The National Transportation Safety Board has issued a safety finding that Hawaii needs a Graduated Driver Licensing law. One will be introduced in 2003.
- ◆ The pick up truck law needs to be strengthened to cover all children and adults.
- ◆ Funding for the Keiki Injury Prevention Coalition and other child safety seat programs is uncertain. HDOT feels strongly that there should be permanent funding for these programs.

We're making progress but there is still a long way to go. We will continue to work with our highway safety partners to make Hawaii's streets safe for all.

Marilyn Kali

Marilyn Kali
Governor's Highway Safety Representative
State of Hawaii

During Federal Fiscal Year (FFY) 2002, the State of Hawaii continued to address the issue of underage drinking and driving, as well as driving under the influence by all drivers.

"Solutions to High Risk Unlicensed Drivers" is an important program that was implemented as an alcohol countermeasure initiative along with four other major programs.

Solutions to High Risk Unlicensed Drivers Program

Now in its second year, this Adult Friends for Youth (AFY) alcohol countermeasure program's goal is to train and license youth and young adults who are considered at high risk to drink and drive. By establishing a rapport with this target group, AFY has been able to guide and influence young drivers that the Department of Education has not been able to reach.

These youth and young adults drive on a regular basis without licenses, often in fear of being stopped by the police. The program has given them the support and opportunity to obtain a license, learn safe driving habits, and the ability to drive safely with confidence and an increase in their self-esteem.

In FFY2002, the program enrolled 48 high-risk students

(19 students under the age of 18 and 29 students, 18 years and older). Four students received their licenses and 23 students will obtain learner's permits within three months.

The success of the program is reflected in the steady and growing interest of high-risk drivers. The program's second-year goal was to register 20 students, but actual enrollment topped 48, 2.5 times greater than anticipated.

Sobriety Checkpoint Enforcement Program

During FFY 2002, sobriety checkpoints targeted major holidays including Thanksgiving, Christmas, the New Year, Memorial Day and Labor Day. Checkpoints are conducted to deter alcohol and/or drug impaired drivers who are often the cause of motor vehicle collisions resulting in injuries and, far too often, fatalities.

Started in the early 1980s, the Sobriety Checkpoint Enforcement Program provides visible enforcement statewide during every major holiday and on long weekends, when drinking and driving are likely to occur. The table below shows the results of sobriety checkpoints in FFY 2002.



Enrollees in the High Risk Unlicensed Drivers Project.

Sobriety Checkpoint Enforcement Statistics

Department Police	Grant SCP	County SCP	DUI Arrests	Other Arrests	Citations	SB/CR Citations	Vehicles Checked
C&C Honolulu	89	95	84	112	1,574	10	5,930
Hawaii County	91	87	89	179	213	2/6	16,866
Maui County	35	29	28	7	247	3/9	4,859
Kauai County	42	24	17	662	85	17	6,695
Total	257	235	218	960	2,119	47	34,350

SCP = Sobriety Checkpoints

SB = Seat Belt

CR = Child Restraints



SCYA youths participating in the Click It or Ticket campaign.

Safe Community Youth Activities Program

The goal of the Safe Community Youth Activities (SCYA) program is to reduce injuries and traffic fatalities through traffic safety prevention/awareness education, of youth and parent advocacy training, youth activities and community participation.

The SCYA continued to educate youths on the dangers of alcohol and drugs through its Teens for Safer Communities Coalition and the Parents Actively Reaching the Youth Coalition. Both groups provided assistance through advocacy, underage drinking prevention efforts and Project Graduation/Prom activities. The following table shows SCYA's statewide participation statistics.

Youth Deterrence Enforcement Program

The Youth Deterrence Enforcement Program targets alcohol-impaired drivers who are under the age of 21. The program seeks to reduce alcohol-related fatalities and injuries involving drivers under 21, and works with others in the community to eliminate alcohol sales to minors through both deterrence (arrests) and education.

Youth Deterrence Enforcement Statistics		
	Under 21 Arrests (.08 +)	Zero Tolerance Arrests
C&C Honolulu	233	93
Hawaii County	3	3
Maui County	44	11
Kauai County	0	0
Total	280	107

Mothers Against Drunk Driving Volunteer Program

The original plan was to establish a formal volunteer program for Mothers Against Drunk Driving (MADD). Due to a late start, the project took on an educational program with the goal of raising the awareness of elementary, middle and high school students about underage drinking through education/prevention multimedia assembly shows and presentations. MADD also conducted 33 "Street Smart/Fake ID" presentations and seminars to 20,000 students at 30 schools, which resulted in an 85 percent approval rate.



SCYA Participation Statistics				
	# of Students	# of Adults	# of Handouts	# of Schools
Teen Traffic Safety Conferences	45	5	250	15
Parent Traffic Safety Conferences	25	180	500	20
Elementary Traffic Safety Conferences	135	20	675	23
Public Exhibits	10	1	N/A	N/A
National Meetings and Conferences	6	1	400	4
Project Graduation/Prom	5,900	2,000	N/A	44
Elementary Educational Resources	N/A	N/A	45,000	150
High School Educational Resources	3,000	N/A	10,000	21
Total	9,121	2,207	56,825	277

OCCUPANT PROTECTION

In FFY 2002, Hawaii's seat belt usage rate increased to 90.4 percent, the second highest in the nation. In the upcoming year, Hawaii will strive to achieve a rate of use of 91 percent.

Occupant Protection Enforcement Program

The enforcement programs conducted by the four county police departments was instrumental in the high seat belt use rate. During FFY 2002, a total of 27,263 seat belt citations and 1,125 child safety seat violations were issued statewide.

In conjunction with the enforcement program, Hawaii implemented the "Click It or Ticket" (CIOT) information/education program. As a result of both programs, the State's seat belt usage rate jumped from 83.5 percent to 90.4 percent.



Occupant Protection Enforcement Statistics

Police Department	Seat Belt Grant Citations	County Seat Belt Citations	Child Restraint Citations	Total County Citations
C&C Honolulu	2,864	7,947	540	11,351
Hawaii County	3,838	2,781	292	6,911
Maui County	3,374	721	112	4,207
Kauai County	1,883	734	132	2,749
Total	11,959	12,183	1,076	25,218



Someone Special Program

The Someone Special Program is a unique program that teaches children health tips, safety tips, pedestrian safety and the importance of wearing a seat belt. By incorporating important safety tips with magic tricks, juggling and participation, the program was especially appealing to its young audience and has been a huge success. In FFY 2002, the program attained its goal of reaching 15,000 children, ages 4-6, in 225 schools statewide.



Keiki Injury Prevention Coalition Child Restraint Educational Program

The Keiki (Hawaiian for the word “child”) Injury Prevention Coalition (KIPC) and related programs continued to make Hawaii a safer place for children. In addition to conducting 74 free car seat community check-ups statewide, the coalition helped establish and maintain 49 fitting stations. During the past year, 13 4-day training sessions were conducted statewide, and a total of 139 child passenger technicians were certified. KIPC also provided a hotline for concerned parents to call with questions. The hotline received 925 calls last year.

Fire department personnel involved in car seat community check-up.

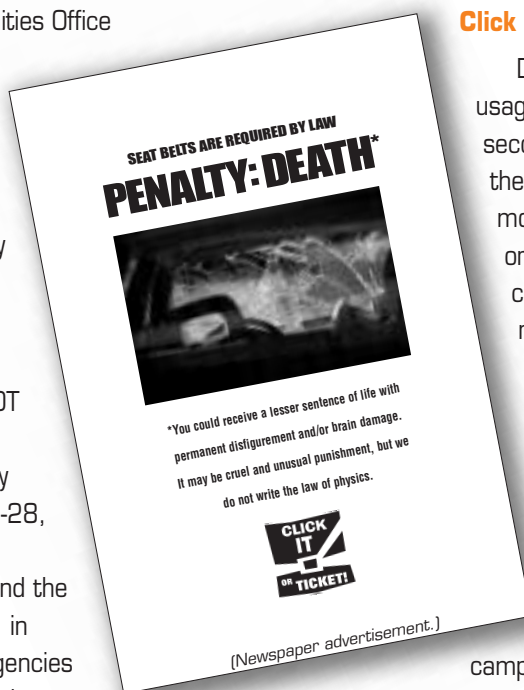
KIPC Participation Statistics					
Activities	Oahu	Big Island	Kauai	Maui	Total
4-day Training	2	5	3	3	13
No. Trained	31	41	18	49	139
2-day Training	N/A	4	N/A	0	4
No. Trained	N/A	28	N/A	0	28
Community Check-ups	22	15	15	22	74
No. Served	852	389	233	348	1,822
No. of Fitting Stations	8	28	7	6	49
No. of Individuals Teachings	6,289	368	142	N/A	6,799
No. of Individual Installations	684	366	267	337	1,654
No. of Calls to Keiki Car Seat Hotline	883	11	7	24	925
1-day Refresher Course	2	N/A	N/A	1	3
No. Trained	24	N/A	N/A	6	30

The Safe Communities Office is the driving force behind highway safety in Hawaii. The program provides the HDOT with community input by empowering Hawaii residents to make changes in the state's highway safety program through community input.

As part of the Safe Communities Office program, three major activities took a closer look at ways to improve traffic conditions. They were: Hawaii's second Traffic Safety Forum, the CIOT media campaign and the Highway Safety Program.

Traffic Safety Forum

In November 2002, the HDOT hosted its second Traffic Safety Forum in Honolulu. The three-day forum was held on November 26-28, 2002. The conference was a partnership between the HDOT and the Federal Highways Administration, in cooperation with various other agencies such as the University of Hawaii, the Department of Education, the Honolulu Prosecutor's Office and county police departments. The forum featured speakers from Hawaii and across the nation, and offered more than 50 sessions that focused on traffic safety-related issues such as: alternative DUI sentencing, street racing and distracted driving. In addition, the conference also held workshops for judges, administrative driver license hearings officers, and driver education teachers. Approximately 800 people attended the three-day conference.



Click It or Ticket Media Campaign

During FFY 2002, Hawaii's seat belt usage rate soared to 90.4 percent, the second highest in the nation. During the May 2002, Buckle Up America mobilization, Hawaii used the "Click It or Ticket" campaign model. The campaign included \$350,000 in radio and television advertising, and an additional \$67,000 for newspaper and theatre advertisements. The combination of a strong media campaign supported by overtime enforcement by Hawaii's four county police departments led to the success of the

campaign. During the two-week CIOT mobilization effort, 4,734 seat belt citations and 169 citations for failure to use child safety seats were issued statewide.



Theater Advertising

Anticipating a large portion of Hawaii's population would frequent movie theaters during the summer releases of movie blockbusters, HDOT placed two on-screen theater ad slides that focused on the issue of

seat belts. One slide targeted youth and promoted the back seat belt law for children under 16, while the other targeted adults with a Click It or Ticket message. The ads ran from May 3 to September 5, statewide, to coincide with the summer movie season.



Highway Safety Program

The Highway Safety Program continued to be one of the highest priorities for the Safe Communities Office (SCO). The Highway Safety Program consists of highway safety advocacy, grant writing and grant management. The program is responsible for

producing the Highway Safety Plan (HSP) and Request for Proposals (RFP), as well as the annual report. The SCO also writes the grant proposals for the 405, 410, 411, 157(b) and 2003(b) grants, and continues to develop partnerships with community groups and other organizations actively involved with traffic safety.



The pedestrian safety program consisted of two projects: the Kealakehe "Walking Bus" project and the Hawaii County Crossing Guard Training. The goal of both programs is to increase awareness of pedestrian safety.

The Kealakehe Project successfully developed a "Walking Bus" program, in which children, who walked to school along Kealakehe Pathway in Kailua-Kona on the island of Hawaii, were organized into a group and provided supervision. The pathway is a bike/pedestrian corridor along a water tank easement between four community schools and neighborhoods in the Kealakehe area. The project held a Walk-to-School

event with over 450 participants, including the Mayor of Hawaii and other dignitaries. The Walk-to-School day was so successful that the same event was re-created in Waimea (also on the island of Hawaii).

The purpose of the Hawaii County Crossing Guard Training project was to increase pedestrian safety in 20 school zones serviced by school crossing guards and used by senior citizens. Hawaii County was successful in providing two training sessions, one in East and one in West Hawaii. They included a two-hour pedestrian safety course to 40 crossing guards and a two-hour senior citizen pedestrian safety course for senior citizen organizations.

Three other major pedestrian safety projects – HPD Pedestrian Enforcement, Maui Pedestrian Safety Program and the Hawaii Bicycling League Pedestrian Training – were approved for federal fiscal year 2002, but were cancelled due to unforeseen circumstances.



Emergency Medical Services (EMS) purchased equipment (i.e., Jaws of Life, plastic spine boards with immobilization straps) for the Hawaii County Fire Department. The equipment purchases will enhance Hawaii County Fire Department's emergency response by allowing for rapid extrication, and

patient "packaging" so that patients can receive prompt life saving attention.

The other Hawaii County EMS project involved purchasing specially designed child safety seats that fit into ambulances in case a child needs to be transported. Fourteen seats were purchased for the County of Hawaii.

The goal of the Traffic Records program is to provide data to the HDOT Highways Division and to increase the accuracy of motor vehicle crash reports. The program assisted with the purchase of equipment (i.e., computer hardware, data collector, forensic mapping software) and provided training for data collection purposes. The six agencies involved

included the HDOT's Safe Communities Office, four county police departments and Administrative Driver License Revocation Office.

The HDOT will pursue the CODES (Crash Outcome Data Evaluation System) project in FFY 2003 to provide in-depth analysis of crashes occurring in Hawaii.

POLICE TRAFFIC SERVICES



The Police Traffic Services dealt with improving efficiency in the investigation of fatal or near-fatal traffic collisions. The goal of the program was to hire a traffic crash reconstruction technician, an individual who has the knowledge and training to investigate the causes of fatal and near-fatal traffic collisions. The program was so successful that the County of Maui created a permanent position in FFY 2002. Furthermore, Maui County used funds to train police officers in reconstruction techniques. Hawaii County has also hired a reconstruction technician.

MOTORCYCLE SAFETY

The Honolulu Police Department Motorcycle Training project was approved for federal fiscal year 2002, but unfortunately the project was cancelled.

SPEED CONTROL

The goal of the Speed Control Program was to reduce the number of speed-related traffic collisions resulting in fatal injuries on our highways through increasing speed enforcement. Speed enforcement was conducted on an overtime basis to allow the officers to concentrate on areas where speeding

Speed Control Statistics

Police Department	Project Funded Citations	County Funded Citations
C&C Honolulu	1,408	25,486
Hawaii County	1,216	N/A
Maui County	58	1,687
Kauai County	797	1,032
Total	3,479	28,205

continues to occur. The following table provides statewide speed control statistics.

The Safe Community of Maui's speed control project sought to reduce fatalities and injuries to children, teens and adults caused by motor vehicles speeding in residential and school zones. To achieve this goal, the Safe Community of Maui organization worked with neighborhood groups to set up speed



displays and to collect data for the Maui Police Department for selected enforcement periods when violations tended to occur most often. The Safe Community of Maui hopes to use the data in upcoming legislative sessions to lobby for increased fines for drivers who violate the speed limit in residential and school zones.

HAWAII PERFORMANCE GOALS

2002 ANNUAL PERFORMANCE REPORT

Program Group or Area	1996	1997	1998	1999	2000	5 yr avg	2001	% Change 2000 vs. 2001	% Change 5 yr avg vs. 2001	% Change 1996 - 2001
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TOTAL PROGRAM

Total Fatalities	148	131	120	98	131	126	140	+7%	+11%	-5%
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The number of fatalities rose from 131 (2000) to 140 (2001), a 7 percent increase. The 5-year average compared to 2001 increased by 11 percent, however when compared to 1996 to 2001, it showed a decrease of 5 percent. We have made progress over what was happening five years ago. This is the second year that we have increased our fatalities.

Total Injuries	11,729	11,190	10,303	9,604	9,068	10,379	8,596	-5%	-17 %	-27%
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The number of total injuries dropped from 9,068 (2000) to 8,596 (2001), a 5.2 percent decrease. The 5-year average compared to 2001 showed a 17.2 percent decrease, and 1996 compared to 2001 showed a 26.7 percent decrease. The number of injuries provide a more accurate picture of our trend, which is going down.

ALCOHOL

Drinking Drivers in Fatal Crashes	50	42	47	37	30	41	36	+20 %	-12%	-28%
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The number of drinking drivers in fatal crashes increased from 30 (2000) to 36 (2001), a 20 percent increase. However, the 5-year average compared to 2001 showed a 12 percent decrease and for 1996 compared to 2001, a 28 percent decrease. Our five year average is a closer reflection of what is happening in Hawaii, therefore we are moving in the right direction.

16-20 Age Group - Drinking Drivers in Fatal Crashes**	4	5	10	2	4	5	2	-50 %	-60%	-50%
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The number of drinking drivers fatal crashes for the 16-20 age group decreased from 4 (2000) to 2 (2001), a 50 percent decrease. The five-year average compared to 2001 showed a 60 percent decrease, and for 1996 compared to 2001, 50 percent decrease. The numbers are so small that a year to year comparison is difficult. Our five-year average is a closer reflection of what is happening in Hawaii, which shows a drop in fatal crashes for this group.

OCCUPANT PROTECTION

Safety Belt Survey (Front Seat Occupants)	N/A	80.0%	80.5%	80.3%	80.4%	N/A	83.5%	+3.9%	N/A	N/A
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The percentage of front seat occupants observed using a seat belt increased from 80.4 percent (1999), to 83.5 percent (2001), with a 3.9 percent increase. In CY 2002, we achieved a 90.4 percent usage rate by implementing the Click or Ticket (CIOT) campaign. We will continue the CIOT strategy in FFY 2003.

Child Safety Seat Usage (Infants) *Oahu Only	N/A	77.9%*	84.4%*	89.4%*	89.8%*	N/A	81.8%*	-9%	N/A	N/A
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The percentage of infants observed using a child safety seat declined from 89.8 percent (2000) to 81.8 percent (2001), with a 9 percent decrease. However, the 2002 survey showed the infant usage rate rose to 90.9 percent.

Child Safety Seat Usage (Toddlers) *Oahu Only	N/A	20.8%*	37.0%*	38.9%*	45.9%*	N/A	43.2%	-6 %	N/A	N/A
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The percentage of toddlers using child safety seats declined 45.9 percent (2000) to 43.2 percent (2001), a 6 percent decrease. However, the 2002 survey shows we have a 59.5 percent usage rate. We will continue to expand our child safety seat campaign.

All Occupant Fatalities (Percent Restrained)	40.2%	43.0%	55.4%	35.6%	33.3%	42%	35.4%	0%	-16 %	-12 %
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The percent of restrained occupant fatalities increased from 33.3 percent (2000) to 35.4 percent (2001), a 2.1 percent increase. The 5-year average compared to 2001 showed a 16 percent decrease, and for 1996 compared to 2001, a 12 percent decrease. The trend is moving downward and we will be addressing this issue with the Click It or Ticket campaign, especially targeting pick up drivers.

16-20 Age Group Fatalities (Percent Restrained)	30.0%	20.0%	43.8%	20.0%	33.3%	30.4%	9.1 %	-126%	-7%	-70%
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For the 16-20 age group, the percent of restrained fatalities decreased from 33.3 percent (2000) to 9.1 percent (2001), a 126 percent decrease. The five-year average compared to 2001 showed a 24.2 percent decrease, and for 1996 compared to 2001, a 70 percent decrease. Strategies are being developed to encourage the 17 and under age group to buckle up.

0-4 Age Group Fatalities (Percent Restrained)	0%	0%	0%	0%	0%	0%	33.3%	33.3%	33.3%	33.3%
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The number of fatalities are so small that it is difficult to get a handle on any trends.

SPEED CONTROL

Excessive Speed Fatal Crashes	34	23	29	20	29	27	49	+69%	+82%	+44%
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The number of excessive speed fatal crashes rose from 29 (2000) to 49 (2001), a 45 percent increase. The five-year average compared to 2000 showed an increase of 82 percent, and for 1995 compared to 2000, a 44 percent increase. The last two years show a sharp increase in speed-related fatalities. Legislation has been proposed to re-introduce speed photo enforcement program. We are concerned and have worked with the police departments to increase the use of unmarked cars to catch speeding vehicles; enforce speeding in residential areas; and use a speeding task force to increase speeding citations.

Excessive Speed Injury Crashes	746	726	660	625	532	658	602	+13.2%	-9%	-19%
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The number of excessive speeding injury crashes rose from 532 (2000) to 602 (2001), a 13.2 percent increase. The five-year average compared to 2001 showed an 8.5 percent decrease, and for 1996 compared to 2001, a 19.3 percent decrease. Unfortunately, the recent increase in injuries may be a result of our speed photo enforcement program being cancelled.

Program Group or Area	1996	1997	1998	1999	2000	5 yr avg	2001	% Change 2000 vs. 2001	% Change 5 yr avg vs. 2001	% Change 1996 - 2001
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PEDESTRIANS/BICYCLES

Pedestrian Fatalities	29	21	23	21	29	25	30	+4%	+20%	+4%
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The number of pedestrian fatalities remained virtually the same from 29 (2000) to 31 (2001). The five-year average compared to 2001 showed a 20 percent increase, and 1996 compared to 2000 showed a 4 percent increase. We recognize that there is a problem and we will work with the Honolulu Police Department to develop an educational awareness and enforcement campaign.

Pedestrian Injuries	766	679	648	615	629	667	524	-17%	-21%	-32%
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The number of pedestrian injuries dropped from 629 (2000) to 524 (2001), a 16.7 percent decrease. The five-year average compared to 2001 showed a 21.4 percent decrease, and 1996 compared to 2001, a 31.6 percent decrease. The overall trend is downward.

Bicyclist Fatalities	5	1	1	1	1	2	7	+600%	+250%	+40%
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The number of bicyclist fatalities rose dramatically from 1 (2000) to 7 (2001). The five-year average compared to 2001 showed a 250 percent increase, and 1996 compared to 2001, a 40 percent increase. The numbers are so small that any comparison is difficult.

Bicyclist Injuries	418	409	388	360	229	361	279	+22%	-23%	-33%
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The number of bicyclist injuries rose from 229 (2000) to 279 (2001), a 21.8 percent increase. The five-year average compared to 2001 showed a 22.7 percent decrease, and 1996 compared to 2001, a 33.3 percent decrease. The number of fatalities and injuries show an increasing trend. We will look for countermeasure programs to reduce the trend.

MOTORCYCLE

Motorcyclist Fatalities	20	14	21	17	18	18	15	-17 %	-17%	-25%
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The number of motorcyclist fatalities decreased from 18 (2000) to 15 (2001), a 17 percent decrease. The five-year average compared to 2001 also showed a 17 percent decrease, and 1996 compared to 2001, a 25 percent decrease. The downward trend may be a result of implementing a motorcycle educational program in FFY 2002.

Motorcyclist Injuries	444	445	374	379	387	406	372	-4%	-8%	-16%
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The number of motorcyclist injuries decreased from 387 (2000) to 372 (2001), a 3.9 percent decrease. The five-year average compared to 2001 showed an 8.4 percent decrease, and 1996 compared to 2001, a 16.2 percent decrease. We are showing a steady decreasesimilar to the number of fatalities.

Motorcyclist: % Helmeted in Fatal Crashes	10%	35.7%	28.6%	11.8%	16.7%	20%	20%	+20%	-17%	+100%
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The number or percent using helmets are extremely small. We have yet to see any significant increase in usage rates. Our motorcycle education program that provides opportunities to many other motorcycle riders to attend class may result in increased helmet use.

TRAFFIC RECORDS

Drivers in AR Fatal Crashes (No BAC Given)	93	66	77	56	94	77	93	-1%	+21%	0%
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The number of drivers in alcohol-related fatal crashes (with no BAC given) remains almost the same, with 94 for 2000 and 93 for 2001. The five-year average compared to 2001 showed a 21 percent increase, and 1996 to 2001, remained the same. The last two years has shown a large increase in unknown BAC. We will be meeting with the county police departments to remedy the situation.

EMERGENCY MEDICAL SERVICES

Urban (Response Time - Notification to Arrival)	6.6 min	7.2 min	7.7 min	8.3 min	7.1 min	7.4 min	8 min	+12.7%	+8.1%	+21.2%
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The response time from the time of notification to the time of arrival in urban areas increased from 7.1 minutes (2000) to 8 minutes (2001), a 12.7 percent increase. The five-year average compared to 2001 showed a 8.1 percent increase, and 1996 compared to 2001 showed a 21.2 percent increase. A clear trend of increased time may be due to traffic congestion within urban setting.

Rural (Response Time - Notification to Arrival)	11.6 min	9.2 min	10.9 min	8.7 min	10.5 min	10.2 min	12.7 min	+20.9%	+24.5%	+9.5%
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The response time from the time of notification to the time of arrival in rural areas increased from 10.5 minutes (2000) to 12.7 minutes (2001), a 20.9 percent increase. The five-year average compared to 2001 showed a 24.5 percent increase, and 1996 compared to 2001, showed a 9.5 percent increase. There will be a year to year variation; however, the last two years have shown a 20 percent plus increases. Rural areas have also experienced an increase in traffic congestion. We will be working with EMS to address this issue.

ANNUAL EVALUATION REPORT SUMMARY

YEAR	1994	1995	1996	1997	1998	1999	2000
Population	1,176,078	1,183,066	1,187,283	1,192,057	1,193,001	1,185,497	1,211,537
Vehicles Miles Traveled (Millions)	7,925.20	7,944.10	8,005.90	8,003.00	8,090.20	8,215.20	8,525.70
Traffic Fatalities	122	130	148	131	120	98	132
Traffic Fatalities & Serious Injuries	13,432	13,218	11,800	11,321	10,423	9,702	9,134
VMF Fatality Rate	1.5	1.6	1.8	1.6	1.5	1.2	1.5
VMF Fatality & Serious Injury Rate	169.5	166.4	147.4	141.5	128.8	118.1	107.1
Population Fatality Rate (100,000)	10.4	11	12.5	11	10.1	8.3	10.8
Population Fatality & Serious Injury Rate (100,000)	1,142.1	1,117.3	993.9	949.7	873.7	818.4	753.9
Alcohol Involved Fatalities	59	64	66	59	58	43	53
VMF Alcohol Fatality Rate	0.76	0.81	0.77	0.71	0.75	0.51	0.56
Population Alcohol Fatality Rate	5.1	5.4	5.2	4.8	5.1	3.5	4
Percent Population Using Seat Belts	N/A	80.0%	N/A	80.0%	80.5%	80.3%	80.4%
Percent Fatal Vehicle Occupants Unbelted	56.5%	48.0%	51.1%	51.1%	34.7%	57.6%	54.9%



Kalaheo High School Project Graduation 2002

FEDERAL AID REIMBURSEMENT

Program Area/Project	HCS Federal Funds Obligated	Amount of Share-to-Local Benefit	Cumulative State/Federal Cost to Date	Cumulative Federal Funds Expended	Federal Funds Previous Amt. Claimed	Federal Funds Claimed This Period
NHTSA						
NHTSA 402						
Total Planning and Administration	\$18,594.64	\$0.00	\$37,189.28	\$18,594.64	\$18,594.64	\$0.00
Total Alcohol	\$207,437.58	\$186,832.18	\$259,297.01	\$207,437.58	\$207,437.58	\$0.00
Total Emergency Medical Services	\$23,023.00	\$23,023.00	\$28,778.76	\$23,023.00	\$23,023.00	\$0.00
Total Motorcycle Safety	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Occupant Protection	\$196,344.84	\$126,036.62	\$245,431.42	\$196,344.84	\$196,344.84	\$0.00
Total Pedestrian Safety	\$252.91	\$0.00	\$316.14	\$252.91	\$252.91	\$0.00
Total Police Traffic Services	\$75,737.34	\$75,737.34	\$94,671.69	\$75,737.34	\$75,737.34	\$0.00
Total Traffic Records	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Speed Control	\$72,401.25	\$72,401.25	\$90,501.57	\$72,401.25	\$72,401.25	\$0.00
Total Safe Communities	\$84,495.30	\$2,339.57	\$105,619.13	\$84,495.30	\$84,495.30	\$0.00
TOTAL NHTSA 402	\$678,286.86	\$486,369.96	\$861,805.00	\$678,286.86	\$678,286.86	\$0.00
157 Incentive Funds						
Total 157 Motorcycle Safety	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total 157 Alcohol	\$4,370.50	\$4,370.50	\$5,463.13	\$4,370.50	\$4,370.50	\$0.00
Total 157 Pedestrian Safety	\$3,228.94	\$2,415.08	\$4,036.18	\$3,228.94	\$3,228.94	\$0.00
Total 157 Occupant Protection	\$20,914.20	\$20,914.20	\$26,142.75	\$20,914.20	\$20,914.20	\$0.00
Total 157 Speed Control	\$16,770.79	\$16,770.79	\$20,963.49	\$16,770.79	\$16,770.79	\$0.00
Total 157 Safe Communities	\$57,408.91	\$0.00	\$71,761.14	\$57,408.91	\$57,408.91	\$0.00
TOTAL 157 INCENTIVE FUNDS	\$102,693.34	\$44,470.57	\$128,366.69	\$102,693.34	\$102,693.34	\$0.00
Total 157 Innovative Funds	\$127,416.12	\$0.00	\$127,416.12	\$127,416.12	\$127,416.12	\$0.00
Total 405 Occupant Protection	\$93,570.50	\$93,570.50	\$196,562.00	\$93,570.50	\$93,570.50	\$0.00
Total 2003b Child Passenger Protection	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total New 410 Alcohol	\$275,280.85	\$275,280.85	\$825,021.50	\$275,280.85	\$275,280.85	\$0.00
Total 411 Data Program	\$88,812.09	\$46,174.47	\$247,086.88	\$88,812.09	\$88,812.09	\$0.00
TOTAL NHTSA	\$1,366,059.76	\$945,866.35	\$2,386,258.19	\$1,366,059.76	\$1,366,059.76	\$0.00
FHWA 402						
Total School Bus	\$1,605.00	\$1,605.00	\$2,006.25	\$1,605.00	\$1,605.00	\$0.00
TOTAL FHWA 402	\$1,605.00	\$1,605.00	\$2,006.25	\$1,605.00	\$1,605.00	\$0.00
TOTAL FHWA	\$1,605.00	\$1,605.00	\$2,006.25	\$1,605.00	\$1,605.00	\$0.00
GRAND TOTAL	\$2,326,301.64	\$1,269,477.82	\$2,198,502.87	\$1,535,790.46	\$1,505,243.23	\$30,547.23



State of Hawaii Department of Transportation